

50815

Report of Survey for Repairs, &c., of Engines & Boilers.

(Received at London Office, 21 JUNE 1890)

No. 34 Date of Writing Report 20. 6. 90 18 90 Port of London
No. in Reg. Book 34 Survey held at London Date, first Survey May 19 Last Survey June 19 1890
on the Machinery of the S. S. "Vanessa" Master Palmer No. of Visits 5
Tonnage { Gross 1139 Vessel built at Liverpool By whom Palmer & Co. When 1872 - 2
Net 717 Engines made at " When 1872 Boilers, when made (Main) 1885 (Donkey)
Registered Horse Power 190 Owners J. Fenwick & Son Port London Voyage
No. of Main Boilers 2 Owners J. Fenwick & Son Port London Voyage
Steam Pressure in Main Boilers 80 lbs. N Surveyed Afloat & in Dry Dock Orchard Class of Vessel & Machinery 100 A 1.1.90
in Donkey Boiler 60 (State name of Dock.)

Last Survey No. S. S. No. 3-11.82 Port S. S. No. 1-86 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) L.M.C. 8.86
B.S. 7.89.
+ N.B. 85

Particulars of Examination and Repairs (if any) S. S. No 2.

(State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs.) Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time?
If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?
Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each boiler?

Vessel placed in dry dock, sea counter: examd. & found to be in good condition, the propeller & its sound, & the tail shaft down $\frac{3}{16}$ in Stern bush. Examd. cylinder, slides, air, circulating feed & bilge pumps & valves, all found in good condition. Crank & thrust shft. in good condition. Main boiler examd. internally & externally. & found " " Safety valves in good condition & set under shn. to W.P. of 80 lbs. Which boiler examd. found in good condition. Now retubed Safety valve in good condition & tested to 60 lbs.

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)
in good & safe running condition renders the vessel eligible in my opinion to be marked in the Reg. B.R. with L.M.C. 6.90 subject to the annual B.S. as per rule.

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	4	-	30/6 1890
Special Damage Fee (per Section 28)	£	:	:	
*Certificate (if required) as per margin	£	:	:	received by me,
Travelling Expenses (if chargeable).....	£	:	:	18/3 1891

Committee's Minute TUE - 1 JUL 90 FRI 22 AUGUST 1890 TUES. 17 FEB 1891 TUES 3 MARCH
Assigned Lm 6 6/90
Lloyd's Register Foundation
LON 690-0070

It is submitted that this
vessel is eligible to
have L.M.C. 6.90
recorded

N.A.
30.6.90



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